

# CHEMICALLY REACTING FLOW

1. Combustion
2. Fuel reforming and synthesis
3. Hydrogen production and storage
4. Fuel cells and batteries
5. Reactive material synthesis

## IMPACT

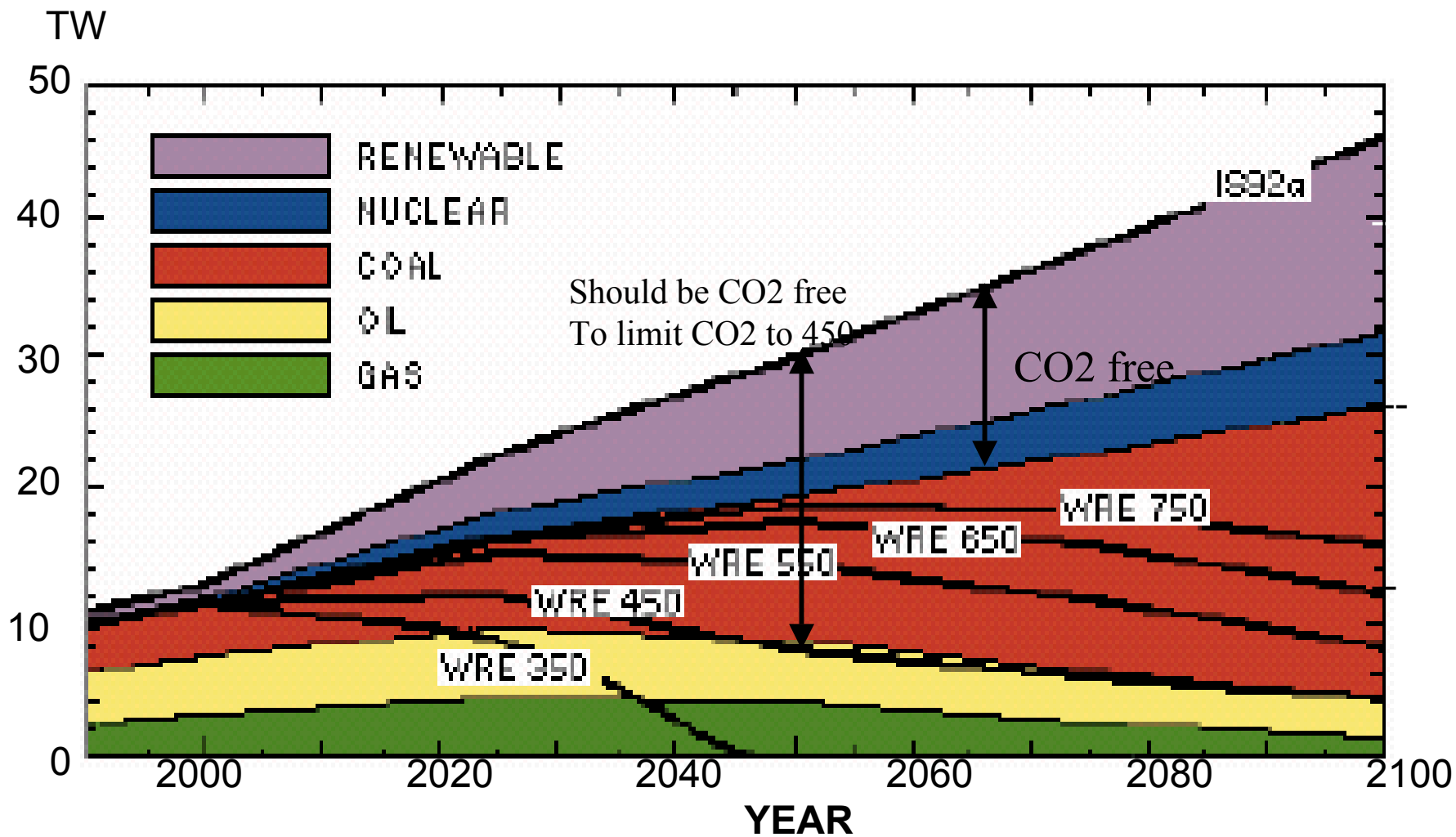
1. Energy Independence (national security).
2. Health Risk (pollution and toxics).
3. Economic Competitiveness.

Through:

“Well-to-Wheel”

High efficiency, low emission and fast design

“using hydrogen is not the answer”



Source: M.I. Hoffert et. al., *Nature*, **1998**, 395, 881,



# THE MULTISCALE PROBLEM

Reacting Flow Problems include highly nonlinear, strongly coupled physics, chemistry and transport:

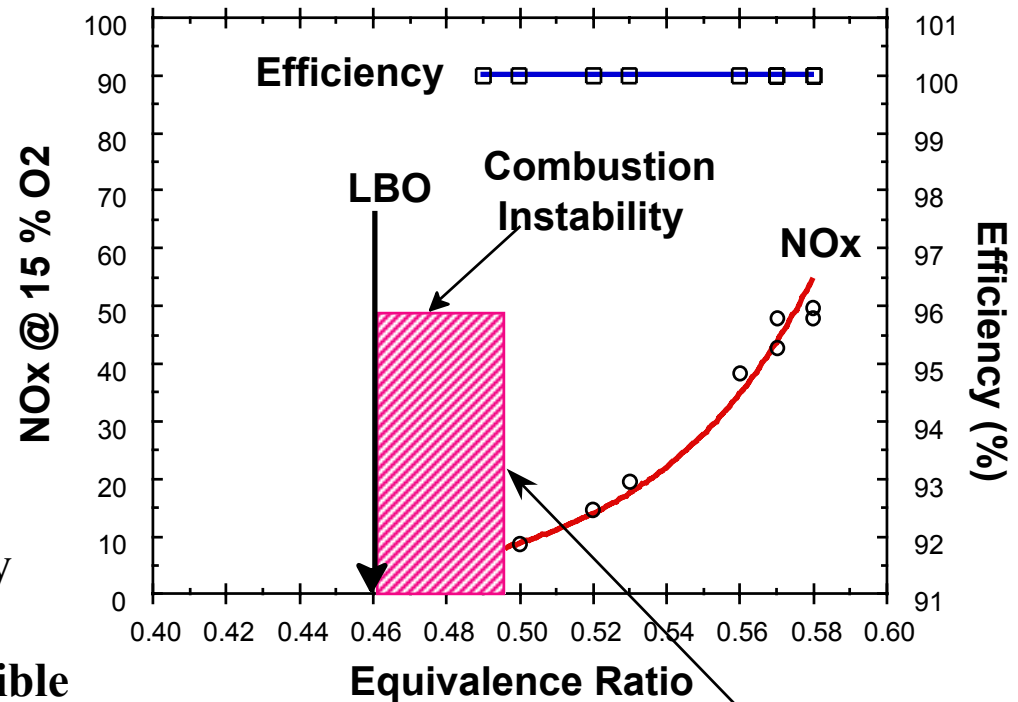
1. Acoustics,  $O(1 \text{ m})$ .
2. Convection with multiphase,  $O(0.1 \text{ m})$ .
3. Diffusion,  $O(0.1 \text{ mm})$ .
4. Chemical reactions with soot (nano-C),  $O(0.001 \text{ mm})$ .
5. Radiation.

Length scales: 6 decades

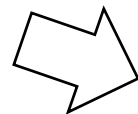
Time scale: 8 decades

## *Combustion Instabilities Limit Minimum Achievable NOx Emissions*

- **P&W DLN+ Goals:**
  - 15 ppm / 15 ppm NO<sub>x</sub>/CO
  - RMS pressure < 1.7 psi
  - FT8 and FT4000SC cycles
- **Wide range of operating conditions**
  - 50 - 100% power
  - -40 to 120 F ambient temp.
- **Air bypass design**
  - enables emissions goals
  - variable convective delay
- **Instabilities inevitable**
  - op. condns. --> combustion delay
  - air bypass --> convective delay
- **Passive design solution *may* be possible**
- **AIC can enable product**



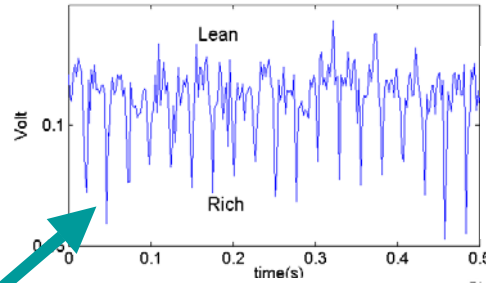
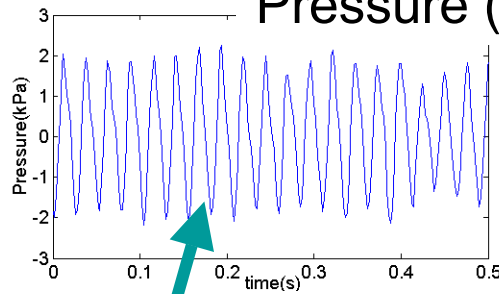
*“Stability boundary” defined as maximum allowable pressure fluctuation level*



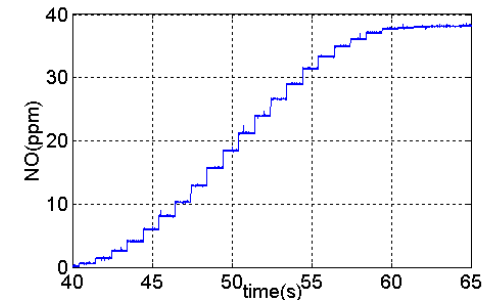
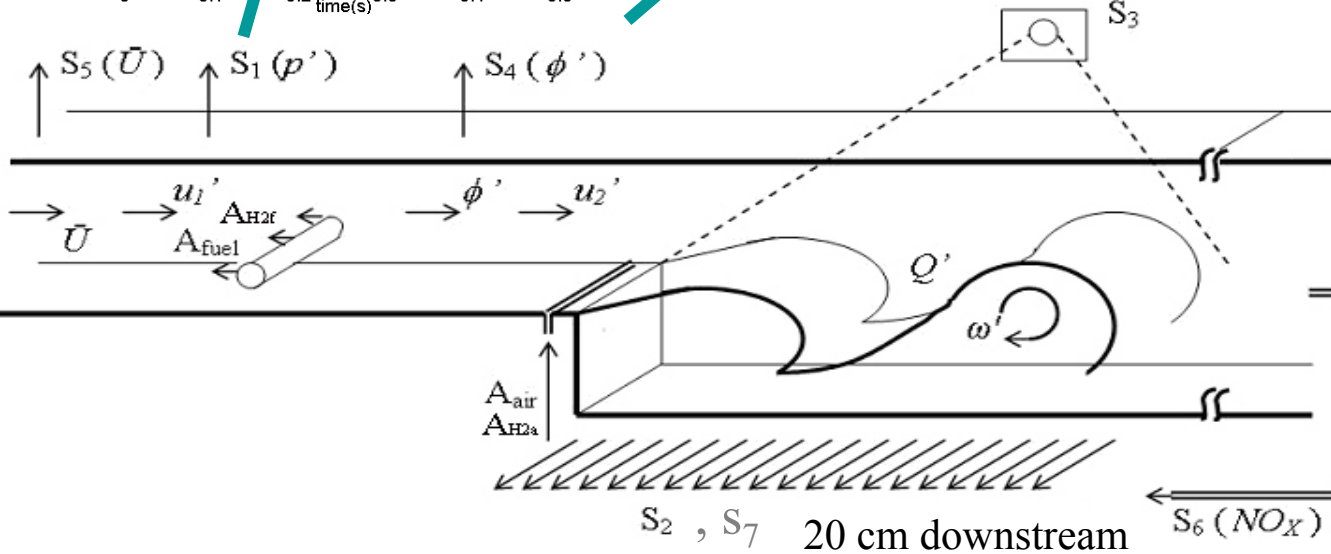
**Product Need**

# Low emission burning leads to instability

Pressure ( $S_1$ )

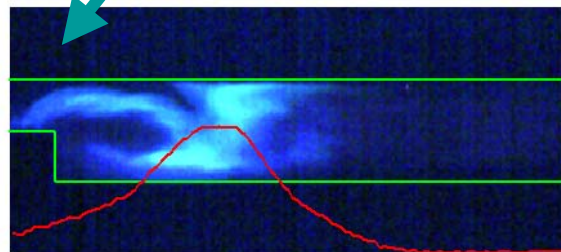
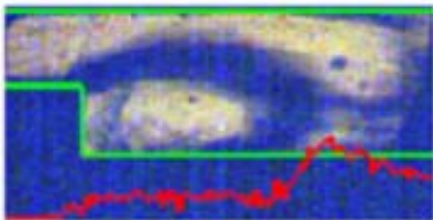


Equivalence ratio measurement ( $S_4$ )  
12 cm upstream



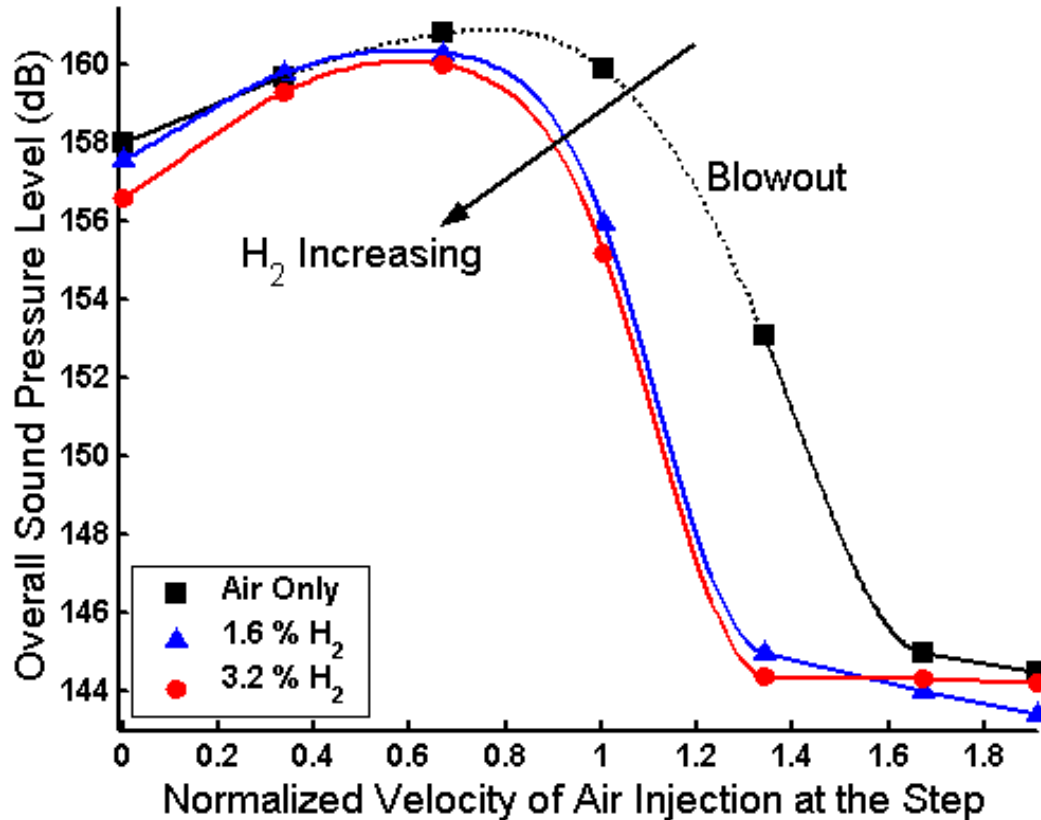
Emissions ( $NO$ ,  $S_6$ )  
62 cm downstream

Schlieren ( $S_7$ )



High speed camera ( $S_2$ )  
and linear photodiode array ( $S_3$ )  
Images ( $CH^*$ ) (500f/s)

# Dependence of OASPL on Air Jet Velocity and H<sub>2</sub>



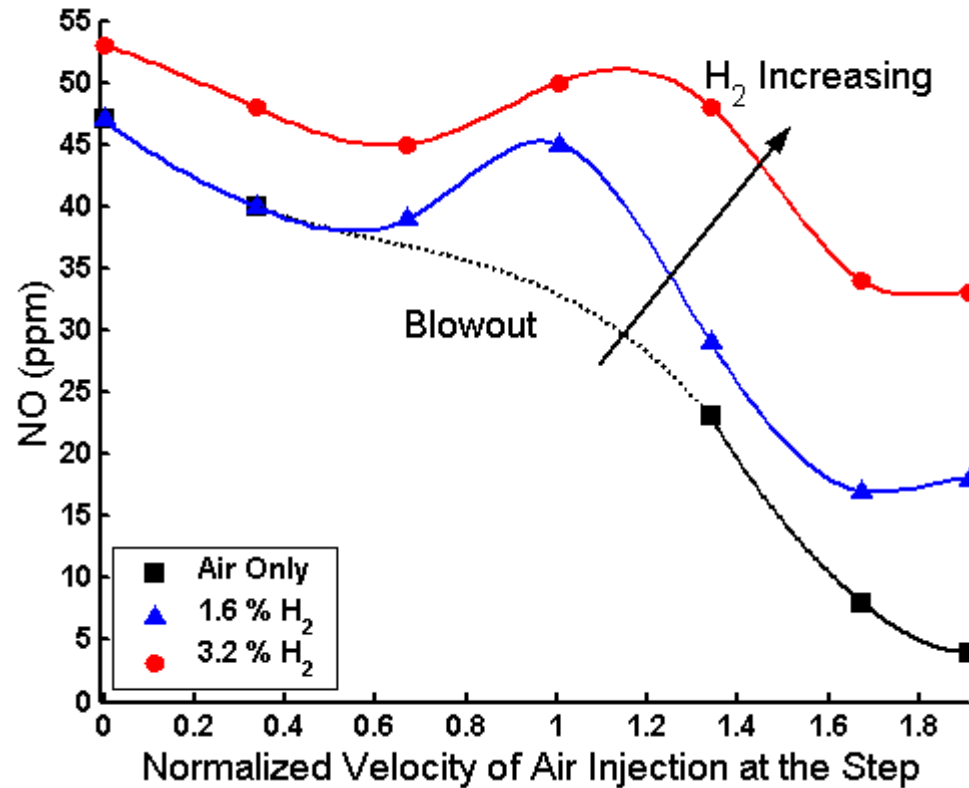
• Baseline  $\phi = 0.57$

$$0.57 < \phi < 0.47$$

- A relatively large transverse jet velocity was necessary to reduce the pressure fluctuations by 14 dB, penetration is important.
- H<sub>2</sub> addition is to support a more stable flame, lowering pressure oscillation and preventing blowout.



# Dependence of NO<sub>x</sub> on Air Jet Velocity and H<sub>2</sub>



- Introduction of an air jet reduces NO levels by an order of magnitude
- Hydrogen addition under the same conditions boosts NO levels

QuickTime™ and a  
MPEG-4 Video decompressor  
are needed to see this picture.